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**NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED**

Date of this Notice: February 28, 1991

Lead Agency: City and County of San Francisco, Department of City Planning
450 McAllister Street, 6th Floor, San Francisco, CA 94102

Agency Contact Person: Jim McCormick **Telephone:** (415) 558-6394

Project Title: 90.109E: **Project Sponsor:** PCI Developments Corp.
Natoma Mews **Contact Person:** Christopher Philps

Project Address: 72-82 Natoma Street northside through the block to Minna Street
and 71 Natoma Street, between Transbay Terminal and Second Street

Assessor's Block and Lots: Block 3721, Lots 31, 45A, 46, 53, 54

City and County: San Francisco

Project Description: Construction of a 475-foot tall, 45-story residential building containing a total of about 624,400 gross square feet (gsf) of floor area. The project would contain a total of about 444,400 gsf of residential space on a podium level (beginning at the fourth floor above ground level) through 45th floor, yielding 516 residential units. The proposed building would also contain about 140,250 gsf of parking located on three subsurface levels and two levels above the ground floor; with a total of 448 parking spaces. The ground floor of the building would contain about 21,400 gsf of commercial space, and public open space along a proposed pedestrian passageway connecting Natoma and Minna Streets. The proposed residential project would replace an existing 134-space parking lot. The project would also include a six-story building containing a total of about 22,700 gsf of floor area, on a vacant site (Lot 31) across Natoma Street from the residential building site. The six-story building would contain about 4,300 gsf of ground-floor retail space and about 18,400 gsf of office space on the second through sixth levels.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing an Appeal of this Determination to the City Planning Commission:
March 10, 1991.

An appeal requires: 1) a letter specifying the grounds for appeal, and;
 2) a \$75.00 filing fee.

BARBARA W. SAHM, Environmental Review Officer

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Natoma Mews initial
study /
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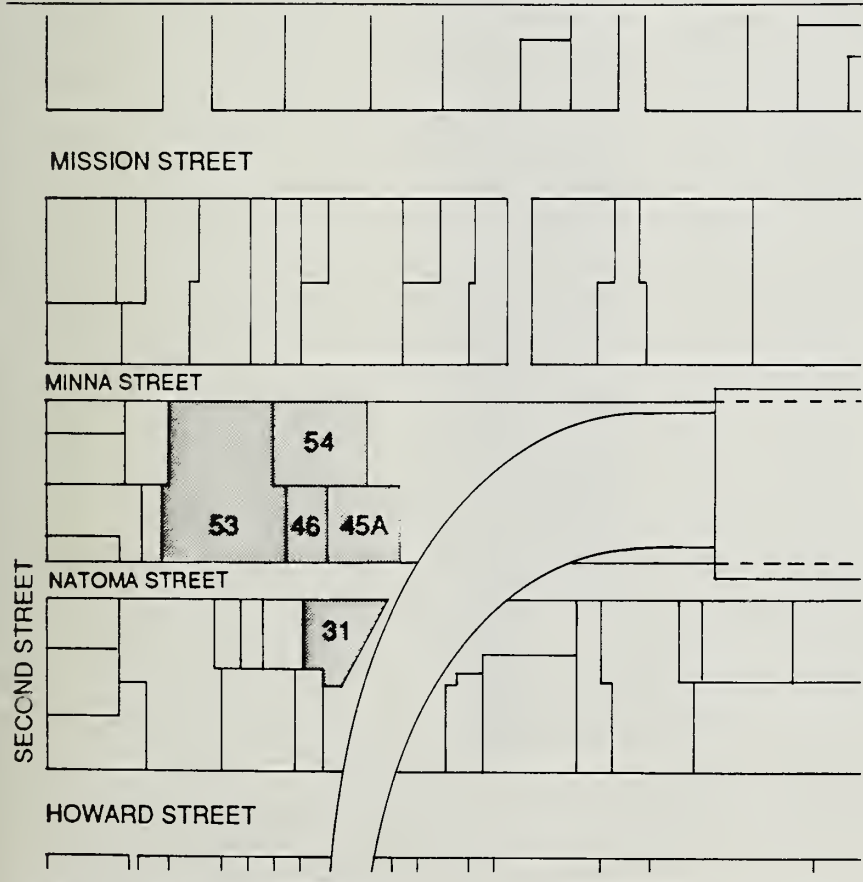
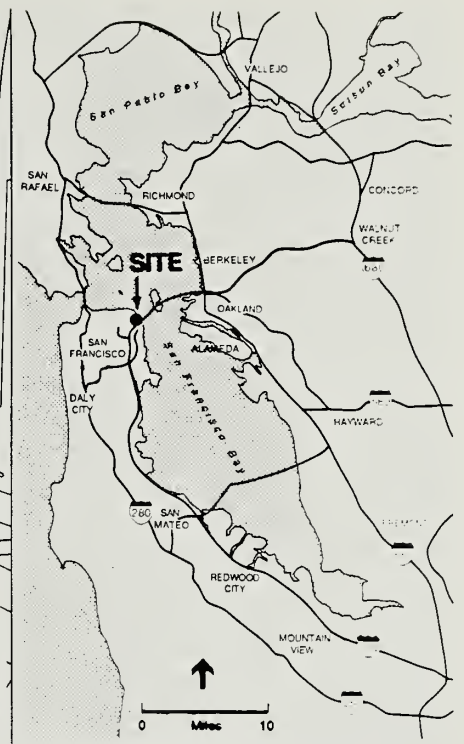
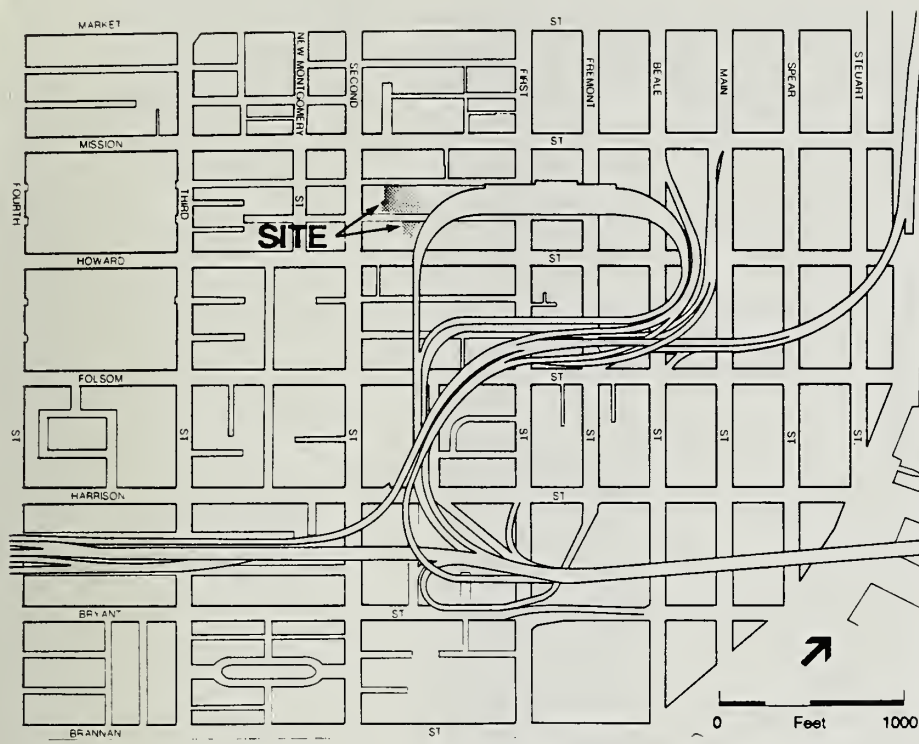
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NATOMA MEWS
INITIAL STUDY
90.109E


I. PROJECT DESCRIPTION

The proposed project site would consist of two sites separated by Natoma Street, between First and Second Streets. Site A is mid-block on the north side of Natoma Street between First and Second Streets, Lots 45A, 46, 53 and 54 of Assessor's Block 3721, and would contain the proposed residential building. Site B is mid-block on the south side of Natoma Street, Lot 31 of assessor's Block 3721, directly across from Site A (See Figure 1). Site A is located adjacent to the west of the Transbay Transit Terminal, one and one-half blocks south of Market Street and three blocks north of the James Lick Freeway (I-80). The 32,915 square foot (sq. ft.) Site A is currently developed with an attendant-controlled surface parking lot with tandem parking for approximately 134 vehicles. The 4,580 sq. ft. Site B is currently vacant.

The proposed Natoma Mews project on Site A would be a 45-story, approximately 475-foot tall residential building containing a total of about 444,400 gross square feet (gsf) of residential floor area, with 516 residential units (see Figure 2). The proposed building would also contain about 140,250 gsf of parking, for a total of 584,650 gsf. Three subsurface parking levels would provide 194 non-valet (self-park) parking spaces and a total of 80 valet parking spaces. Two above ground levels (second and third building levels between the ground floor and podium level) would provide 174 valet parking spaces. A total of 448 parking spaces would be provided, which would result in an increase of about 314 parking spaces on the site; the area devoted to parking would increase by approximately 107,300 gsf. One freight loading space and two van loading spaces are proposed for the ground floor. The ground floor of the building on Site A would contain about 21,400 gsf of retail space and about 9,900 gsf of public open space. The public open space would be located around the perimeter of the building and along a proposed pedestrian passageway connecting Natoma and Minna Streets. The podium level (above the third building level) would contain about 8,000 gsf of private open space between the townhouse units and the main residential building, and would provide entrances to all of twelve proposed townhouse units and an 11,100 gsf health club for project residents.



LEGEND

-  PROJECT SITE
- Assessor's Block 3721
- Lots 31, 45A, 46, 53 and 54

SOURCE: Environmental Science Associates, Inc.

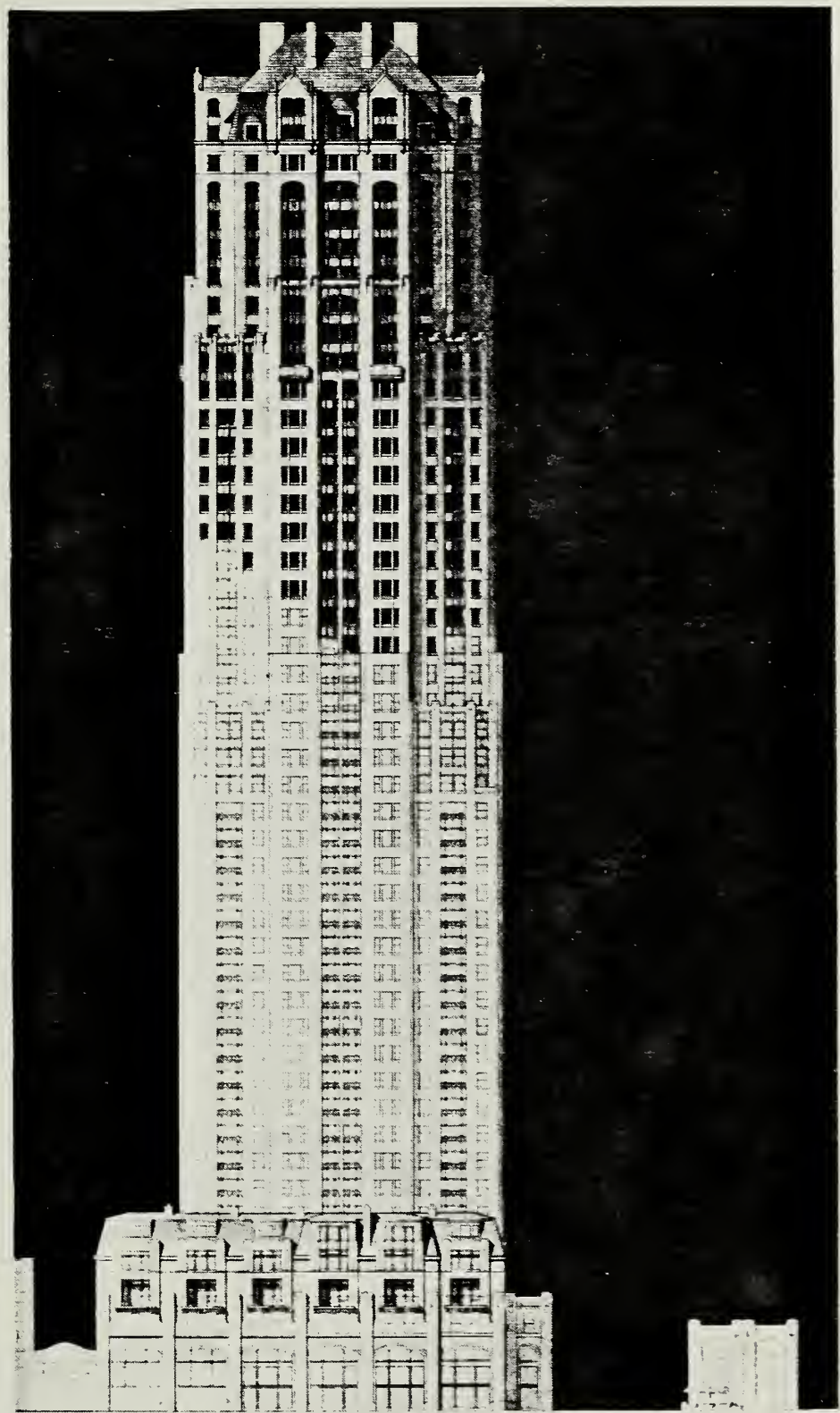
Natoma Mews ■

Figure 1
Project Location



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in 2014

<https://archive.org/details/natomamewsinitia2819sanf>



0 Feet 100

SOURCE: Heller and Leake

Natoma Mews ■

Figure 2
Natoma Street Elevation

The main building entrance for pedestrians would be from the ground-level pedestrian walkway between Natoma and Minna Streets. The entrance to parking levels (valet and self-park spaces) and access to freight loading spaces would be from Natoma Street; the exit from parking would be on Minna Street. The project would result in an increase of 314 parking spaces on the site. All other uses would be new uses on the site.

The project would contain a total of 444,400 gsf of residential space on the podium level through the 45th floor, for 516 residential units. The residential units would range in size from about 455 square feet for the smallest studio units up to about 1,190 square feet for the largest two-bedroom units. Three-bedroom units, of over 1,200 sq. ft. each, would be provided as townhouses; at the 39th through 43rd floors; and as two-story penthouse units (44th and 45th floors). Thirty residential units would be set aside for rental by households earning 80% of the median household income in San Francisco, and the other 486 units would be rented at market rates. A 5,600 gsf mechanical penthouse would be located above the residential penthouse levels.

Site A is in the C-3-0 (Downtown Office) Use District and 500-S and 550-S Height and Bulk Districts. The basic permitted floor area ratio (FAR) is 9:1 and the maximum allowable FAR, including transferable development rights (TDR) is 18:1. The FAR of the residential project would be about 15.01:1, and would require approximately 197,845 sq. ft. of TDR. The FAR calculation for the residential project includes about 441,310 sq. ft. of residential space (about 3,090 sq. ft. subtracted from 444,400 gsf for mechanical space on each tower floor), about 11,010 sq. ft. of building area for the health club, about 560 sq. ft. of open space at the podium level (which provides entry to the townhouse units), and about 41,200 gsf of parking floor area applicable to the FAR as calculated under the City Planning Code.

Site B is in the C-3-O (SD) (Downtown Office Special Development) Use District and 450-S Height and Bulk District. The basic permitted FAR is 6:1 and the maximum allowable FAR, including TDR, is 18:1. The FAR of the project proposed for Site B would be about 4.12:1.

Project construction would take about 24 months; total construction cost would be about \$40,000,000 (1990 dollars). The project sponsor is the PCI Developments Corporation; the project architect is Heller & Leake.

II. INTRODUCTION

The cumulative impacts of growth in the C-3 districts were analyzed in the Downtown Plan EIR (Final EIR certified October 18, 1984, Case No. EE81.3) and updated in the Mission Bay (Final EIR certified August 23, 1990, Case No. 86.505E) and South of Market Plan (Final EIR certified December 7, 1989, Case No. 85.463E) EIRs. Current information contained in these area-wide program EIRs will be summarized and incorporated by reference in the Natoma Mews project EIR as appropriate, pursuant to CEQA Sections 21061 and 21100 (see also State Guidelines Section 15150). The above-noted EIRs are available for review at the Office of Environmental Review, 450 McAllister Street, San Francisco; the San Francisco Main Library, and various branch libraries.

The Mission Bay EIR covers the impacts of potential development in a 300-acre area just south of the greater downtown, from Townsend Street to Mariposa Street, east of the I-280 freeway. The South of Market Plan EIR analyzes impacts of development under the proposed South of Market Plan development controls and alternatives in the area generally south of Mission Street to the Mission Bay planning area and east of U.S. 101 to the Rincon Hill area east of Second Street. The Downtown Plan EIR analyzes the impacts of various development policy alternatives in the C-3 (Downtown) zoning districts of San Francisco.

The Mission Bay and South of Market EIRs include the most current estimates of employment growth for the Downtown & Vicinity and for the rest of the City; revised analysis and conclusions regarding overall cumulative transportation impacts in the future; and new cumulative air quality information. (The term "Downtown & Vicinity" means the C-3 District and the areas around it: South of Market, Mission Bay, South Van Ness, Civic Center, and the Northeast Waterfront. See Mission Bay EIR, Vol. II, pp. IV.4-5). The Downtown Plan EIR contains other cumulative impact information regarding such topics as energy consumption, community services and seismic effects that also is applicable to the Natoma Mews project.

III. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The Natoma Mews project is examined in this Initial Study to identify potential effects on the environment. The proposed project itself, or cumulatively with other projects in the vicinity, might generate impacts that could be considered significant and those impacts will

be analyzed in the Environmental Impact Report (EIR). They include: land use; construction noise; transportation; traffic-generated air quality effects; construction-generated particulate air quality effects; shadow; wind; toxics; cultural resources; and geology and seismicity. Other issues that will be included in the EIR for informational purposes are the relationship of the project to the Master Plan, including the Downtown Plan and the City Planning Code; urban design and visual quality; and employment and population.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential impacts were determined either to be insignificant or to be mitigated through measures included in the project. As discussed in Section III.C starting on page 8, these items require no further environmental analysis in the EIR:

Glare: Mirrored glass would not be used. Bus drivers of vehicles entering or leaving the Transbay Terminal would not be exposed to glare from the building.

Housing: The project would provide a total of 516 new rental housing units in the Downtown. No substantial housing demand would be created.

Operational Noise: After completion, building operation and project-related traffic would not perceptibly increase noise levels in the site vicinity. Operational noise would be regulated by the San Francisco Noise Ordinance and the project would conform to the Noise Guidelines of the Environmental Protection Element of the Master Plan.

Construction Equipment Air Quality: Operation of project construction equipment would have short-term impacts on air quality in the site vicinity. Mitigation measures to reduce hydrocarbon emissions generated during operation of deisel-powered construction equipment for construction activities are included as part of the project (see mitigation measure on p. 27).

Utilities/Public Services: The proposed project would contribute to the cumulative demand for public utilities and services in the downtown. Such impacts anticipated from cumulative downtown development were analyzed in the Downtown Plan EIR and no significant impacts were identified.

Biology: The project site is completely developed; therefore, the project would not affect vegetation or wildlife.

Hydrology: Measures to mitigate potential impacts associated with excavation and dewatering are included as part of the project (see p. 28).

Water Quality: The site is completely covered by impervious surfaces; therefore, the project would not affect drainage patterns or water quality. See also the measures referenced above to mitigate the potential impacts of dewatering and excavation.

Energy/Natural Resources: The project would be designed to comply with performance standards of Title 24 of the California Administrative Code. Its annual energy budget would be about 767 million Btu of natural gas per month, and about 167,000 KWH of electricity per month. Peak natural gas use would coincide with PG&E's systemwide peak. Cumulative and indirect effects, including those of the project, are addressed in the EIR prepared for the Downtown Plan.

Hazards: The project would not create a health hazard. The project would have to comply with Section 12.202 (e) (1) of the San Francisco Fire Code which requires that all owners of high-rise buildings (over 75 feet) establish procedures to be followed in case of fire or other emergencies. Project construction would have to conform to the provisions of the Building and Fire Codes which require additional life-safety protections for high-rise (over 75 feet) buildings. This issue requires no further discussion in the EIR. As stated, the potential for encountering hazardous substances during project construction will be discussed in the EIR.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS	Not	
	<u>Applicable</u>	<u>Discussed</u>
1) Discuss any variances, special authorizations, or changes proposed to the City Planning Code or zoning Map, if applicable.	—	<u>X</u>
* 2) Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	—	<u>X</u>

* Derived from State EIR Guidelines, Appendix G, normally significant effect

The proposed residential project would comply with the City Planning Code requirements concerning height, bulk and use in the C-3-0 Downtown Office District and the 500-S and 550-S Height and Bulk Districts in which the proposed Site A (residential) project would be located. The proposed Site B project would comply with the City Planning Code requirements concerning height, bulk and use in the C-3-O (SD) District and the 450-S Height and Bulk District in which it would be located. A Conditional Use (CU) Authorization would be required for parking in excess of 150% of the City Planning Code requirement for the project. The relationship of the proposed project to the policies of the Master Plan, including the Downtown Plan, and provisions of the City Planning Code, will be discussed in the EIR. The project would not conflict with other adopted plans and goals; however, issues related to compatibility with zoning and plans will be discussed in the EIR.

B. ENVIRONMENTAL EFFECTS

1) <u>Land Use</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*(a) Disrupt or divide the physical arrangement of an established community?	—	<u>X</u>	<u>X</u>
*(b) Have any substantial impact upon the existing character of the vicinity?	<u>X</u>	—	<u>X</u>

The proposed project site is located south of Market Street, in the C-3-0 District covered in the Downtown Plan. Predominant land uses in the site vicinity are office, ground-floor retail, light manufacturing, surface parking and a regional mass transportation facility. The proposed project, containing residential uses, would introduce a new use to the project area. Land use and zoning issues will be discussed in the EIR.

2) <u>Visual Quality</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*(a) Have a substantial, demonstrable negative aesthetic effect?	—	<u>X</u>	<u>X</u>
(b) Substantially degrade or obstruct any scenic view or vista now observed from public areas?	—	<u>X</u>	<u>X</u>
(c) Generate obtrusive light or glare substantially impacting other properties?	—	<u>X</u>	<u>X</u>

* Derived from State EIR Guidelines, Appendix G, normally significant effect

The project's appearance and possible effects on views will be discussed in the EIR. The project site is surrounded by one- to seven-story commercial buildings, which screen out potential glare pathways. The streets that border the project site, Natoma Street and Minna Street, are partially shaded by nearby buildings. The base of the Transbay Terminal ramp for outbound bus operation is oriented so that bus drivers would face directly perpendicular to the northeast side of the project before turning along the curved ramp, away from the northeast side of the building. For potential head-on glare effects on drivers of buses leaving the Transbay Terminal, the bearing angle of the sun would have to range between 125 to 145 degrees East of South (i.e., such that reflection would be directly in the driver's line-of-sight). However, the maximum solar bearing angle at the latitude and longitude of the project site is approximately 120 degrees at 5:48 PDT (at sunrise) on June 21, outside this range. Consequently, there are no solar bearing angles during the year that could produce reflections potentially hazardous to drivers of eastbound buses leaving the Transbay Terminal via the ramp. This issue will not be discussed in the EIR.

The EIR will discuss the proposed project's relationship to the urban design policies of the Downtown Plan and the objectives and policies of the Urban Design Element of the Master Plan.

3) <u>Population</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*(a) Induce substantial growth or concentration of population?	—	<u>X</u>	<u>X</u>
*(b) Displace a large number of people (involving either housing or employment)?	—	<u>X</u>	<u>X</u>
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	—	<u>X</u>	<u>X</u>

The project would add 516 rental units to San Francisco's housing supply. Between about 775 persons and about 820 persons residing at the site would be added to the resident population of the project area./1/ The retail and office space would provide new jobs on the site. One attendant is currently employed at the existing parking lot on the project site. The project would displace this employee. The EIR will discuss employment and population effects of the project.

The proposed building on Site B would add less than 25,000 gsf of net new office space to the site, and would therefore not be required to comply with the Office Affordable Housing Production Program (OAHP), Ordinance No. 358-85. However, according to OAHP

* Derived from State EIR Guidelines, Appendix G, normally significant effect

formula, the project office space would generate a demand for about seven dwelling units./2/ The project residential development would add 509 dwelling units more than the demand for units generated by the office space. The project sponsor proposes to provide 30 units of housing affordable to households earning 80% of the median household income in San Francisco; therefore, no substantial housing demand would be created by the project. This issue will not be discussed in the EIR.

NOTES - Population

/1/ San Francisco Department of City Planning, Mission Bay Environmental Impact Report (EIR) 86.505E, Vol. II, Table VI.C.3. In Downtown & Vicinity the persons per household average was 1.5 in 1980 and 1.59 in 1985.

/2/ The OAHPP uses the following formula to compute the required number of housing units (San Francisco Planning Code Section 313.5(1):

$$\text{Net Addition Gross Sq. Ft. Office Space} \times .000386 = \text{Housing Units}$$

4) <u>Transportation/Circulation</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	<u>X</u>	—	<u>X</u>
*(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	<u>X</u>	—	<u>X</u>
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	<u>X</u>	—	<u>X</u>
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	<u>X</u>	—	<u>X</u>

The addition of permanent residents to the site would increase demand on existing transportation systems. The number of pedestrians in the area would also increase. The project would increase the number of parking spaces on the site from 134 to about 448. Traffic would enter the proposed project's garage on Natoma Street and would exit on Minna Street, possibly affecting traffic on First Street (including the intersection at Natoma Street) and Second Street, both Transit Preferential Streets. Traffic generated by the proposed project could also have an effect on pedestrian circulation on Second Street, a Pedestrian Oriented Street. Localized transportation impacts of the project, including transit and parking demand, will be analyzed in the EIR. Project effects on circulation during construction, including cumulative effects with other development approved or under construction in the South of Market, will be discussed in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect

The potential effects of the three subsurface parking levels, proposed with the project, on the proposed alternatives for extension of CalTrain service to the Embarcadero will be analyzed in the EIR.

The EIR will discuss project-generated traffic increases and movement as they relate to the operation of the street and freeway network in the project vicinity, in particular, the I-80 and US 101 ramps in the vicinity. The EIR will also discuss traffic circulation in relation to the status of the Embarcadero Freeway) and its ramps.

The cumulative transportation effects of development in the C-3 districts, including the project, are analyzed in the Mission Bay and South of Market Plan EIRs. The cumulative analysis contained in these EIRs regarding transportation will be summarized in the Natoma Mews EIR, and the project's effects in relation to cumulative impacts will be discussed.

5) <u>Noise</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*(a) Increase substantially the ambient noise levels for adjoining areas?	<u>X</u>	<u>—</u>	<u>X</u>
(b) Violate Title 24 Noise Insulation standards, if applicable?	<u>—</u>	<u>X</u>	<u>X</u>
(c) Be substantially impacted by existing noise levels?	<u>—</u>	<u>X</u>	<u>X</u>

Demolition, excavation, and building construction would temporarily increase noise in the site vicinity. The construction period would last about 24 months, with piledriving taking place during the evenings and weekends intermittently over a period of about four weeks. Project construction noise, including potential cumulative construction noise, and its possible effects on sensitive receptors will be addressed in the EIR.

The noise environment of the site, like all of downtown San Francisco, is dominated by vehicular traffic noise. The Downtown Plan EIR indicated a day-night average noise level (L_{dn}) of 71 dBA on Second Street near the site in 1984, and predicts no audible change for downtown noise levels though 1990./1,2/ The Environmental Protection Element of the Master Plan contains guidelines for determining the compatibility of various land uses with different noise environments. For residential uses in a noise environment of 65 dBA or

* Derived from State EIR Guidelines, Appendix G, normally significant effect

greater, the guidelines recommend a detailed analysis of noise reduction requirements and inclusion of noise insulation features in the building design. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects (including hotels and motels). The proposed project would consist primarily of housing, so Title 24 Noise Standards would be applicable. The Bureau of Building Inspection would review the final building plans to insure that the building wall and floor/ceiling assemblies meet state standards regarding sound transmission.

Project operation would not result in perceptibly greater noise levels than those existing in the area. The amount of traffic generated by the project during any hour of the day, and cumulative traffic increases at the time of project completion, would cause traffic noise levels to increase by less than one dBA L_{dn} . The Downtown Plan EIR estimated an increase of one dBA L_{dn} between 1990 and 2000 in the site vicinity, due to background noise increases from cumulative traffic growth. To produce a noticeable increase in environmental noise, a doubling of existing traffic volume would be required; traffic increases of this magnitude would not occur with anticipated cumulative development including the project./3/

The project would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, "Fixed Source Noise Levels," which regulates mechanical equipment noise. The project site and surrounding area are within a C-3-0 district. In this district, the ordinance limits equipment noise levels at the property line to 70 dBA between 7 a.m. and 10 p.m. and 60 dBA between the hours of 10 p.m. and 7 a.m. During lulls in traffic, mechanical equipment generating 70 dBA could dominate the noise environment at the site. The project engineer and architect would include design features in the building to limit mechanical equipment noise levels to 60 dBA. As equipment noise would be limited to 60 dBA to meet the nighttime limit, it would not be perceptible above the ambient noise levels in the project area; operational noise requires no further analysis and will not be included in the EIR.

NOTES - Noise

/1/ San Francisco Department of City Planning, Downtown Plan Environmental Impact Report (EIR), EE81.3, certified October 18, 1984, Vol. 1, Table IV.J.2.

- /2/ dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulated the response of the human ear to various frequencies of sound. L_{dn}, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises; noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise.
- /3/ See Downtown Plan EIR, Vol. 1, Section IV.E generally and pp. IV.J.8-18. Increases of one dBA or less in environmental noise are not noticeable by most people outside a laboratory situation (National Academy of Sciences, Highway Research Board, Research Report No. 117 (1971)). (See also FHWA Highway Traffic Noise Prediction Model, Report #FHWA-RD-77-108, December 1978, p. 8, regarding doubling of traffic volumes producing increases of 3 dBA or more, which are noticed by most people.)

6) <u>Air Quality/Climate</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*(a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	<u>X</u>	—	<u>X</u>
*(b) Expose sensitive receptors to substantial pollutant concentrations?	<u>X</u>	—	<u>X</u>
(c) Permeate its vicinity with objectionable odors?	—	<u>X</u>	<u>X</u>
(d) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	<u>X</u>	—	<u>X</u>

Two types of air quality impacts could be expected from the proposed project: long term impacts related to use and operation of the project, and short term impacts from construction activity. Project related traffic and cumulative downtown traffic can be expected to contribute to existing air pollution near the project site and will be discussed in the EIR.

Construction activities would temporarily affect local air quality. Excavation and construction activities would not involve burning of any materials and would not create objectionable odor. Excavation, grading and other construction activities would temporarily affect local air quality for about 24 months, causing a temporary increase in particulate dust and other pollutants. Dust emission during demolition and excavation would increase particulate concentrations near the site. This topic will be discussed in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect

Diesel-powered equipment would emit, in decreasing order by weight, nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons and particulates. This would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards. The project sponsor would require the project contractor to maintain and operate construction equipment in such a way as to minimize exhaust emissions (see mitigation, p. 27). Air quality effects related to construction equipment require no further analysis.

The project would add between about 775 persons and 820 persons to the resident population of the immediate area. Residential land uses are considered to be sensitive to air pollution because residents tend to be home for extended periods of time, resulting in sustained exposure to any pollutants present, including any effects from operation of diesel buses at the Transbay Terminal and emissions from automobile operation in the proposed project garage. The EIR will evaluate the potential effects of existing and future air quality conditions in the site vicinity on project residents.

The cumulative effects on air quality of traffic emissions from traffic generated by development in the Downtown & Vicinity including the project are analyzed in the Mission Bay and South of Market Plan EIRs. The cumulative analysis in the Mission Bay and South of Market Plan EIRs regarding air quality will be summarized and incorporated by reference in the EIR, and the project effects in relation to cumulative effects will be discussed. The analysis and conclusions of these EIRs remain current regarding future and project conditions.

Potential shadowing impacts of the project on sidewalks, parks and other open spaces will be discussed in the EIR. The analysis will include shadow diagrams.

Section 148 of the City Planning Code establishes comfort criteria of 11 mph equivalent wind speed for pedestrian areas and seven mph for seating areas, not to be exceeded more than ten percent of the time, year-round between 7:00 a.m. and 6:00 p.m. Project wind effects including the results of wind tunnel testing and the effects of the project in relation to the City Planning Code criteria, will be discussed in the project EIR.

7) <u>Utilities/Public Services.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*(a) Breach published national, state or local standard relating to solid waste or litter control?	—	<u>X</u>	—
*(b) Extend a sewer trunk line with capacity to serve new development?	—	<u>X</u>	—
(c) Substantially increase demand for schools, recreation or other public facilities?	—	<u>X</u>	<u>X</u>
(d) Require major expansion of power, water, or communications facilities?	—	<u>X</u>	—

The Downtown Plan EIR concluded that demand for utilities and public services resulting from development in the C-3 districts under the Downtown Plan would not be significant. The project would fall within this development forecast. The Downtown Plan EIR analysis remains current and valid for future and project conditions. The Downtown Plan EIR (EE81.3, Final EIR certified October 18, 1984) may be examined at the Department of City Planning, 450 McAllister Street.; the San Francisco Main Library and various branch libraries. This topic requires no further analysis in the EIR.

The community service setting and impact discussions in the Downtown Plan EIR (Vol. 1 pp. IV.F.1-21; Vol. 2, pp. A.6-7 and K.1-13; Vol. 3, part 2, pp. C&R-F.1-7) are incorporated by reference and summarized below.

San Francisco's solid waste is currently disposed of at the Altamont Hills landfill. The City recently entered into a contract with the Alameda County Solid Waste Management Authority and the Oakland Scavenger Company to dispose of 15 million tons of solid waste at the Altamont Hills landfill. This is expected to serve the City's needs until 2009.

A sewer system is being built pursuant to the City's Clean Water Program, which is intended to handle combined volumes of sewage and rainwater runoff. Since the capacity of the system is designed to handle rainwater flows (which can be 50 times the volume of regular sewage), additional development citywide would not affect operation of the sewer system.

* Derived from State EIR Guidelines, Appendix G, normally significant effect

The San Francisco School District has estimated future enrollment based on demographic and census research, and has indicated that additional classrooms will be needed on a citywide basis in the near future. The District has begun claiming back buildings now leased to the Police, Public Utilities Commission and other agencies to provide additional classroom space. The District is also applying to the State for approval of new construction to accommodate anticipated new housing throughout the City. Preliminary research findings indicate that the expansion or new construction of school facilities would be recommended in several areas over the next few years, including the Tenderloin/North of Market, Mission Bay, and the Inner Mission. Surveys conducted in 1986 of Downtown residents, for the Mission Bay EIR (Case No. 86.505E) indicated a student generation rate for public school attendance of approximately 0.0096 students per residential unit. Assuming this rate to remain constant for the proposed project, approximately five new students of the San Francisco Unified School District schools would be generated by the project's 516 new residential units. The project would not, therefore, have a significant impact on the capacities of the School Districts' facilities. This issue will not be discussed in the EIR.

8) <u>Biology</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*(a) Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	—	<u>X</u>	<u>X</u>
*(b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	—	<u>X</u>	—
(c) Require removal of substantial numbers of mature, scenic trees?	—	<u>X</u>	—

Because the site is covered by impervious surfaces, the project would not affect plant or animal habitats. This topic will not be discussed in the EIR.

9) <u>Geology/Topography</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction).	—	<u>X</u>	<u>X</u>
(b) Change substantially the topography or any unique geologic or physical features of the site?	—	<u>X</u>	<u>X</u>

* Derived from State EIR Guidelines, Appendix G, normally significant effect

A preliminary geotechnical investigation has been made for the project, and a detailed geotechnical report would be prepared by a California-licensed geologic engineer prior to commencement of construction. The project sponsor and contractor would follow the recommendations of the final report regarding any excavation and construction for the project. Site specific geologic concerns will be discussed in the EIR. Geologic and seismic concerns, including a summary of findings from the geotechnical report and a discussion of seismic issues, will be included in the EIR.

10) <u>Water</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*(a) Substantially degrade water quality, or contaminate a public water supply?	—	<u>X</u>	—
*(b) Substantially degrade or deplete ground-water resources, or interfere substantially with groundwater recharge?	—	<u>X</u>	<u>X</u>
*(c) Cause substantial flooding, erosion or siltation?	—	<u>X</u>	<u>X</u>

Construction of the proposed sublevels for parking would involve construction below the water table. Dewatering would therefore be necessary. Groundwater encountered during excavation would be removed through dewatering wells (see mitigation, p. 28).

The site is currently covered with impervious surfaces. The project would cover the site with a building and paved area and therefore would not alter the drainage pattern of the site. Site runoff would drain into the City's combined sanitary and storm drainage system. A mitigation measure to prevent sediment from entering storm sewers is proposed as part of the project (see mitigation, p. 28). The project would not affect drainage patterns or water quality because the site is now entirely covered with impermeable surfaces.

An on-site drainage system for project operation would be provided, and runoff from the completed project would drain into the combined City storm/sewer system and would be treated prior to discharge into the ocean. The storm/sewer system has adequate capacity to carry and treat the runoff from construction dewatering and from the completed project./1/

* Derived from State EIR Guidelines, Appendix G, normally significant effect

The quality of the surface runoff entering the storm/sewer system would be altered by the contaminant load associated with this project and cumulative development. The proposed project would replace a paved surface parking lot on the site with five levels of covered parking. The surfaces of parking structures tend to contain high levels of suspended solids, as well as gasoline and other hydrocarbons, oil and grease, rubber, lead, and other automobile-related contaminants. These materials are already present on urban streets and parking lots, and are found in various quantities in urban stormwater runoff. The contaminants would enter the drainage system in runoff from the project site during periodic cleaning of the interior of parking levels. The types of contaminants would be essentially the same as those currently washed from City streets, although the ratios of particular materials in the contaminant load may vary, and the volume of materials would increase with more parking surface area added to the site. This increase in volume would contribute to cumulative degradation of the quality of water carried and treated by the storm/sewer system; however, the exact amount of each contaminant generated by the proposed project would be too low to be significant in a project-specific context. To the extent possible, oil separators or similar filtering systems would be included in the on-site catch basins to reduce the project's contribution to the cumulative contaminant load entering the City system. Catch basins would be cleaned and maintained on a schedule at least matching the frequency and regularity of that used by the Department of Public Works. No further analysis of this topic is required in the EIR.

NOTE - Water

/1/ G. Dudley, Engineer, San Francisco Clean Water, Side Sewer Branch, telephone conversation, March 8, 1990.

11) <u>Energy/Natural Resources</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*(a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use them in a wasteful manner?	—	<u>X</u>	<u>X</u>
(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	—	<u>X</u>	<u>X</u>

* Derived from State EIR Guidelines, Appendix G, normally significant effect

A minimal but unknown amount of energy is consumed by existing parking uses on the site. Removal of existing paved parking surfaces would require an unknown amount of energy. Fabrication and transportation of building materials, worker transportation, site development, and building construction would require about 449 billion Btu of gasoline, diesel fuel, natural gas, and electricity./1,2/ Distributed over the estimated 50-year life of the project, this would be about 9 billion Btu per year, or about 31 percent of building energy requirements.

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Code of Regulations. Documentation showing compliance with these standards is submitted with the application for the building permit and is enforced by the Bureau of Building Inspection.

Table 1 shows the estimated operational energy which would be used by the project. Project demand for electricity during PG&E's systemwide peak electrical load periods, July and August afternoons, would be about 163 kW an estimated 0.0009 percent of PG&E's peak load of 17,600 MW./3/ Project demand for natural gas during PG&E's peak natural gas load period, January mornings, would be about 25 million Btu per day, or about 0.007 percent of PG&E's peak load of about 3.7 billion cu. ft. per day./4/ Annual and peak daily electricity and natural gas consumption are shown in Figures 3 and 4 on pages 22 and 23.

Projections of electrical use for growth that would occur in the C-3 district under the Downtown Plan, as analyzed in the Downtown Plan EIR, indicate an increase of about 330-350 million kWh per year between 1984 and 2000, as a result of all new development occurring in the C-3 district. Natural gas consumption is expected to increase by 470 million cu. ft. (about five million therms) per year during the same time period. These figures remain current for the C-3 district.

Increased San Francisco energy demands to the year 2000 would be met by PG&E from nuclear sources, oil and gas facilities, hydroelectric and geothermal facilities, and other sources such as cogeneration, wind and imports. PG&E plans to continue receiving most of its natural gas from Canada and Texas under long-term contracts.

TABLE 1: ESTIMATED PROJECT ENERGY USE/a,e/

Daily Natural Gas Consumption/b/

Estimated natural gas consumption per sq. ft.	40.8 Btu/c/
Estimated total natural gas consumption	252.0 Therms

Monthly Electric Consumption/b/

Estimated electrical consumption per sq. ft.	0.27 kWh (92 Btu)/d/
Estimated total electrical consumption	167,000 kWh (1.7 billion Btu)

Annual Consumption

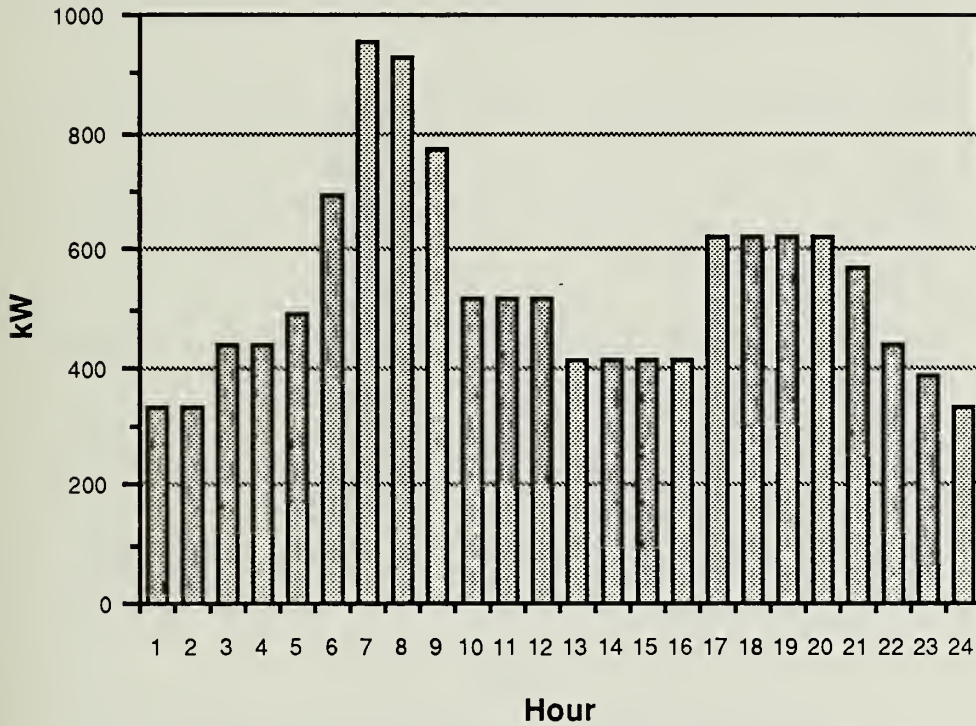
Estimated total annual natural gas consumption	92,000 Therms (9.2 billion Btu)
Estimated total annual electrical consumption	2.0 million kWh (20.0 billion Btu)
Estimated total annual energy consumption	29.0 billion Btu (5180 barrels of oil)

- /a/ Energy use includes space conditioning, service water heating, and lighting in accordance with allowable limits under Title 24. Estimated electricity includes an additional three kWh/sq. ft./yr., consumed by appliances such as coffee makers, etc., than assumed by Title 24 estimates.
- /b/ Electricity and natural gas consumption was based on estimates provided by Flack and Kurtz, Consulting Engineers (written communication, July 16, 1990). Calculations for the project are on file at the Department of City Planning, Office of Environmental Review, 450 McAllister St.
- /c/ Btu (British thermal unit): a standard unit for measuring heat. Technically, it is the quantity of heat required to raise the temperature of one pound of water 1 degree Fahrenheit (251.97 calories) at sea level.
- /d/ Energy Conversion Factors:
- | | | |
|---------------------|---|---------------|
| one gallon gasoline | = | 125,000 BTU |
| one kilowatt (kW) | = | 10,239 BTU |
| one therm | = | 100,000 BTU |
| one barrel oil | = | 5,800,000 BTU |
- /e/ Monthly and annual figures may not match due to rounding to three significant digits.

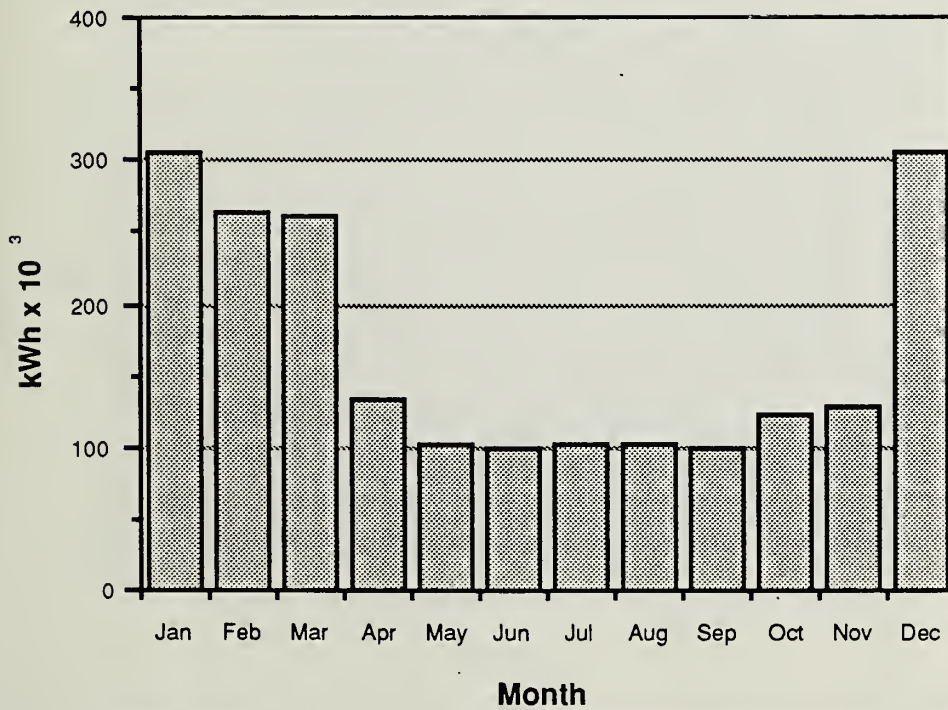
SOURCE: Environmental Science Associates, Inc., and Department of City Planning

Project-related transportation would cause additional, off-site energy consumption. Annual project-related trips (about 131,000 auto vehicle trip ends [vte], 183,000 bus person trip ends [pte], 8,200 train pte, 300 jitney/van/taxi/motorcycle/charter bus pte, 600 ferry pte, 88,000 BART pte, and 630,000 Muni electric pte) would require about 49,000 gallons of gasoline and diesel fuel, and about 821,000 kWh of electricity annually, as indicated in Table 2.

Peak Day (January) Electrical Demand by Hour



Annual Consumption of Electricity by Month

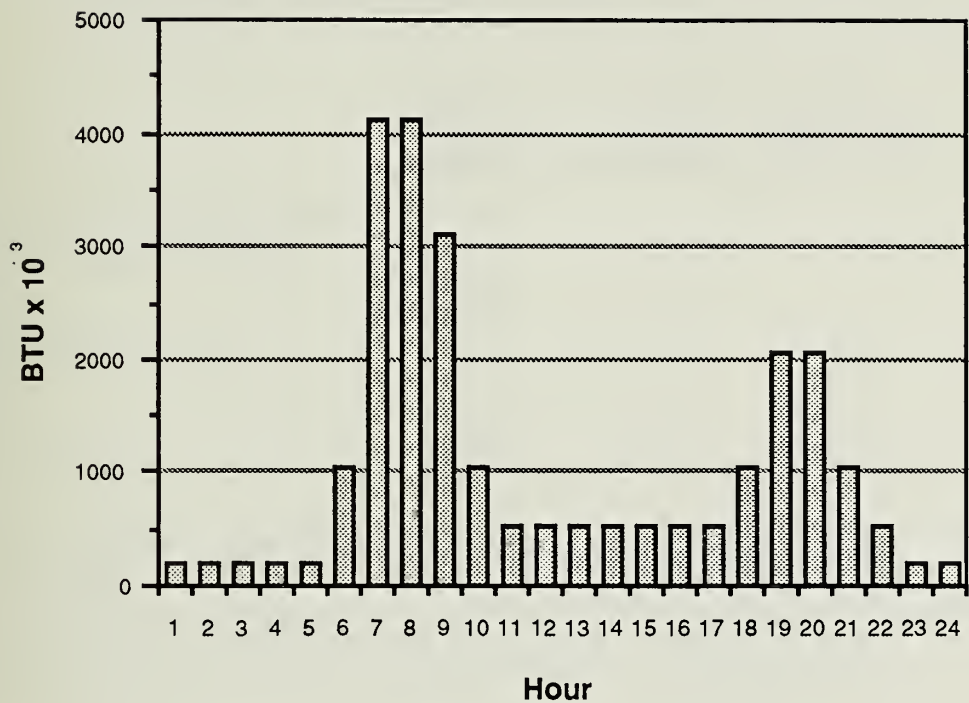


RCE: Flack + Kurtz.

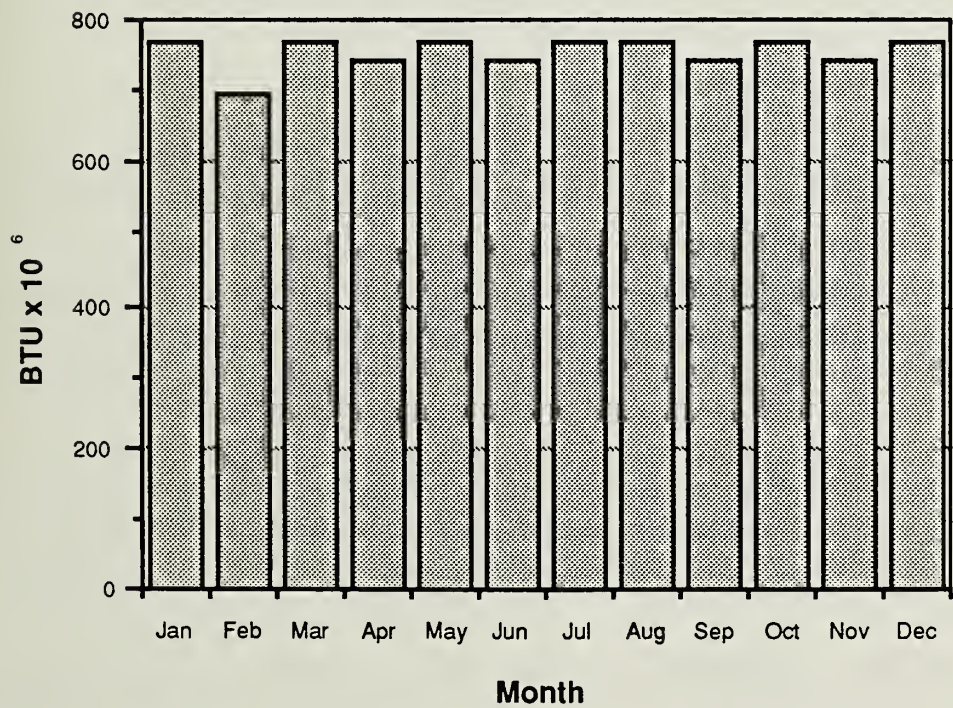
Natoma News ■

Figure 3
Projected Electrical Load Distribution Curves

Peak Day Natural Gas Demand by Hour



Annual Consumption of Gas by Month



SOURCE: Flack + Kurtz.

Natoma News ■

Figure 4
Projected Natural Gas Distribution Curves

TABLE 2: PROJECT-RELATED ANNUAL TRANSPORTATION ENERGY
CONSUMPTION IN 2000/a/

	Electricity Thousands (of kWh)	Gasoline Thousands (of Gallons)	Diesel Thousands (of Gallons)	Total Btu (Billion)
Auto/Taxi/Jitney/Motorcycle/ Charter Bus	--	37.3	--	5.2
BART	174.2	--	--	1.8
Muni Electric	646.8	--	--	6.6
Regional Bus Systems	--	--	10.1	1.6
SPRR	--	--	1.2	0.2
Project Total	821.0	37.3	11.4	15.4

/a/ The methods used to calculate these figures are described in detail in the Downtown Plan EIR, EE81.8, certified November 18, 1984, in Appendix N. The associated data is contained in Table 6 of that document. Calculations are also based, in part, on vehicle miles travelled (see calculations for the project on file at the Department of City Planning, Office of Environmental Review, 450 McAllister St.).

Figures may not match due to rounding to three significant figures.

SOURCE: Environmental Science Associates, Inc.

These figures were calculated based on data contained in the Downtown Plan EIR. The total annual transportation energy demand, converted with at-source factors to a common thermal energy unit, would be about 15.4 billion Btu, the energy equivalent of about 2,655 barrels of oil. This projected use is based upon the mix of highway vehicles in California in 1987. Vehicle fuel is expected to decrease as the vehicle fleet becomes more efficient and fuel more expensive.

The Downtown Plan EIR (pp. IV.G.5 - IV.G.19) concluded that energy consumption resulting from development in the C-3 district under the Downtown Plan would not be significant and that conclusion remains valid for the future and project conditions.

This topic, energy impacts, requires no further analysis and will not be discussed in the EIR.

NOTES - Energy/Natural Resources

- /1/ The British thermal unit (Btu) is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at sea level; all references to Btu in this initial Study are at-sources values. The term "at-source" means that adjustments have been made in the calculation of the thermal energy equivalent (Btu) for losses in energy that occur during generation, transmission, and distribution of the various energy forms as specified in: ERCDC, 1977, Energy Conservation Design Manual for New Non-Residential Buildings, Energy Conservation and Development Commission, Sacramento, California, and Apostolos, J.A., W.R. Shoemaker, and E. C. Shirley, 1978 Energy and Transportation System, California Department of Transportation, Sacramento, California, Project #20-7, Task 8.
- /2/ Hannon, B., et al., 1978, "Energy and Labor in the Construction Sector," Science 202:837-847.
- /3/ Project demand during July /August estimated from annual demand, and from PG&E peak January day distribution.
- /4/ Robert Grimm, Assistant Chief Gas Dispatcher for PG&E, telephone conversation, January 30, 1990.

12) <u>Hazards</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*(a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	—	<u>X</u>	<u>X</u>
*(b) Interfere with emergency response plans or emergency evacuation plans?	—	<u>X</u>	<u>X</u>
(c) Create a potentially substantial fire hazard?	—	<u>X</u>	<u>X</u>

The project would not create a potential public health hazard through the production or disposal of harmful materials.

The project would increase the population in downtown San Francisco. Residents in the proposed building would contribute to congestion if an emergency evacuation of the downtown area were required. Section 12.202 (e) (1) of the San Francisco Fire Code requires that all owners of high-rise buildings (over 75 feet) "shall establish or cause to be established procedures to be followed in case of fire or other emergencies. All such procedures shall be reviewed and approved by the chief of division". Additionally, project construction would have to conform to the provisions of the Building and Fire Codes which require additional life-safety protections for high-rise (over 75 feet) buildings. This issue requires no further discussion in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect

The increased number of persons using the site would not substantially increase the fire hazard at the site as the project would be required to conform to the Life Safety provisions of the San Francisco Building Code and Title 24 of the California Code of Regulations.

A discussion of the potential for encountering and disposing of toxic materials at the project site, including subsurface toxins during excavation and the project's relation to Ordinance No. 253-86 (the Maher Ordinance), will be included in the EIR.

13) <u>Cultural</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*(a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historical or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	<u>X</u>	<u>—</u>	<u>X</u>
(b) Conflict with established recreational, educational, religious or scientific uses of the area?	<u>—</u>	<u>X</u>	<u>X</u>
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	<u>—</u>	<u>X</u>	<u>X</u>

Archival research was conducted regarding the possibility of encountering artifacts on the project site./1/ Based on the findings of archival research, there exist a potential for the presence of prehistoric/protohistoric archaeological remains. This is based on informed speculation, previous archaeological finds nearby, and the potential that prehistorical cultural resources that once existed may remain intact at an unspecified depth beneath the present ground surface of the site (which was filled rather than cut).

During the early historic era (1776-1848) there is little evidence to suggest that there is likelihood of recovering cultural resources. However, it is possible that both early and later Gold Rush, as well as Late 19th Century cultural resources may exist within the confines of the project site. Potential impacts on cultural resources will be fully analyzed in the EIR, including the results of auger borings performed on the project site.

* Derived from State EIR Guidelines, Appendix G, normally significant effect

The project sites are not currently occupied by any existing structure, and therefore construction of the project would not require demolition or alteration of any existing building of potential architectural and/or historic significance. The proposed project sites are adjacent to, but are not within, the New Montgomery-Second Street Conservation District. This topic will not be discussed in the EIR.

NOTE - Cultural

- /1/ An archaeological resources report titled Archival Cultural Resources Evaluation of the Proposed Natoma Mews Project, San Francisco, California was prepared for the proposed site by Allen G. Pastron, Ph.D., of Archeo-Tec, June 1990, and is on file at the Office of Environmental Review, Department of City Planning, 450 McAllister Street, San Francisco.

C. OTHER

Yes No Discussed

Require approval and/or permits from City Departments other than Department of City Planning or Bureau of Building Inspection, or from Regional, State, or Federal Agencies?

— X —

D. MITIGATION MEASURES

Yes No N/A Discussed

- 1) If any significant effects have been identified, are there ways to mitigate them?

— — X —

- 2) Are all mitigation measures identified above included in the project?

X — — X

The following are mitigation measures related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures and also including other measures which would be, or could be, adopted to reduce potential adverse effects of the project identified in the EIR.

Construction Air Quality

- The project sponsor would require the project contractor to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling of motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Geology/Topography/Hydrology

- A geotechnical investigation would be made for the project, and a detailed geotechnical report would be prepared by a California-licensed geotechnical engineer prior to commencement of construction. The project sponsor and contractor would follow the recommendations of the final report regarding any excavation and construction for the project.
- As the project would include dewatering, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines.
- As dewatering would be necessary, the final soils report would address the potential settlement and subsidence impacts of dewatering. The soils report would contain a determination as to whether or not a lateral and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require a Special Inspector (as defined by Article 3 of the Building Code) to be retained by the project sponsor to perform the monitoring. Groundwater observation wells would be installed to monitor the level of the water table and other instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable subsidence were to occur during construction, groundwater recharge would be required to halt the subsidence. The project sponsor would delay construction activities as necessary. Any costs for the survey and for any necessary repairs to services under the street would be borne by the project sponsor.
- The project sponsor would require the general contractor to install and maintain sediment traps in local stormwater intakes during the construction period to reduce the amount of sediment entering the storm drain/sewer lines, if this is found necessary by the Industrial Waste Division of the Department of Public Works.

Water Quality

- See the second and fourth measures under Geology/Topography/Hydrology, above, for mitigation proposed to prevent sediment from entering storm sewers.

E. ALTERNATIVES

Alternatives to the proposed project would include the following:

- A. No Project: The site would remain in its existing condition with surface parking remaining.
- B. 9:1 FAR: The site would be developed with a FAR of 9:1; the maximum base FAR without the use of TDR. The alternative would not require an exception to the Planning Code, and would not require a Conditional Use Authorization for parking in excess of 150% of the required number of spaces.
- C. 18:1 FAR: The site would be developed with a FAR of 18:1, the maximum allowed with the use of TDR.
- D. Office and Retail: The residential building site (Site A) would be developed with about 441,300 gsf of office floor area, with a FAR of 13.41:1, within the same building envelope as the proposed project.

These alternatives and their potential impacts will be discussed in the EIR.

F. MANDATORY FINDINGS OF SIGNIFICANCE

Yes No Discussed

*1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plants or animal, or eliminate important examples of the major periods of California history or pre-history?

— X —

*2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

— X —

*3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable. (Analyze in the light of past projects, other current projects, and probable future projects.)

X — X

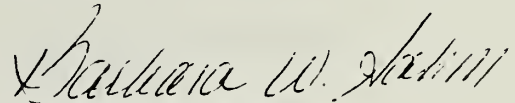
*4) Would the project cause substantial adverse affects on human beings, either directly or indirectly?

— X —

The project could contribute to cumulative impacts of downtown development, primarily in the areas of transportation and air quality. Applicable cumulative impacts will be discussed in the EIR.

G. ON THE BASIS OF THIS INITIAL STUDY

- ☐ I find that proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- ☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigations measures, numbers _____, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



BARBARA W. SAHM
Environmental Review Officer
for

DEAN L. MACRIS
Director of Planning

DATE: Feb 20, 1991

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